

A.C. 4486
K



PORT OF MANCHESTER

ANNUAL REPORT

OF THE

Medical Officer of Health

to the

PORT HEALTH AUTHORITY

1967



POR T OF MANCHESTER

ANNUAL REPORT

OF THE

Medical Officer of Health

to the

PORT HEALTH AUTHORITY

1967



Digitized by the Internet Archive
in 2017 with funding from
Wellcome Library

<https://archive.org/details/b29786526>

REPORT

by the
Medical Officer of Health
to the
CHAIRMAN AND MEMBERS OF THE
PORT HEALTH AUTHORITY

I have pleasure in presenting my report on the work of the Port Health Authority for the year 1967, in accordance with regulation 12(4) of the Public Health Officers (Port Health Districts) Regulations, 1959.

The report and statistical information is presented in the form required by the Minister of Health. Where the entry "No change" appears, it is to indicate that there has been no variation in the detailed information given in the annual report for 1965.

Dr. C. Metcalfe Brown, Port Medical Officer of Health since 8th May, 1954, retired on the 10th December, 1967. In addition to his work for the City and Port of Manchester, he will be remembered for his work on many national committees and, in particular connection with this Authority, for his active work on the medical and general committees of the Association of Sea and Air Port Health Authorities. I know that I speak for the Members of the Authority when I wish him a long and active retirement.

Mr. T. Borrows, food inspector, resigned on the 31st March, 1967, to take up his appointment as Chief Port Health Inspector at Southampton. Two advertisements to fill the vacancy failed to attract any applications and it was subsequently decided that, to assist in carrying out food inspection duties, the remaining food inspector should receive a car allowance and further assistance, when necessary, would be provided by one of the port health inspectors who holds the food inspector's certificate. This arrangement worked satisfactorily during the remaining nine months of the year.

Food imports into Runcorn and Weston Point have again increased very considerably and with the advent of container traffic it appears probable that this upward trend in trade will continue.

Smoke contraventions again decreased and few emissions were in excess of the permitted period. A prosecution outstanding from 1966 was heard early in the year in respect of excessive smoke from a Greek tanker lying in the Queen Eliza-

beth II Dock, Eastham. The master was fined £15 and ordered to pay £6-6-0 costs.

From the point of view of the Port Medical Officer of Health, the main work of the Authority is concerned with the importation of food. A number of major problems in this context occurred during the year and attention is drawn to these in the relevant sections of the Report.

The particular action which the Authority has taken to persuade the Ministry of Agriculture, Fisheries and Food to lay down standards for mould count in tomato puree is of particular interest. Manchester is one of the ports through which a considerable amount of tomato puree is imported into the country and it is to be regretted that statutory standards are not available to support the Authority and the Manchester Public Analyst in dealing with those consignments of tomato puree which seem to contain a greater than desirable content of mould. The question is now lying, with help from the Association of Sea and Air Port Health Authorities, with the Ministry.

Arrangements were also agreed during the year for the importation of large quantities of high quality American lard into the port. This lard comes from stockpiles in Germany, laid down by the American armed forces and much correspondence, on certification, was undertaken with the Ministry of Agriculture, Fisheries and Food and the importers, to ensure that the imported lard was of high quality and acceptable.

Thirty student public health inspectors received instruction on all aspects of port health work.

I wish to record appreciation of the assistance and co-operation of the officers of H.M. Customs and Excise and the staff of the Manchester Ship Canal Company throughout the year.

It gives me much pleasure to record my thanks to the Chairman and to the members of the Authority for their support and co-operation and I would also like to acknowledge the help of a quite outstanding staff who make the job of the Port Medical Officer a remarkably light one in view of the size and activity of the Port.

I have the honour to be,

Your obedient servant,

ANTONY ESSEX-CATER,

Acting Medical Officer of Health.

Port Health Office,
168, Trafford Road,
Salford, 5.

MEMBERS OF THE PORT HEALTH AUTHORITY

The membership for the year was as follows:

Alderman B. S. LANGTON,)	
C.B.E., J.P.,)	
(Chairman))	
Alderman Mrs. N. BEER,)	
O.B.E., J.P.)	
(Deputy Chairman from July, 1967)	)	County Borough of Manchester
Alderman SIR ROBERT THOMAS, J.P.)	
Councillor Mrs. S. D. ALEXANDER)	
Alderman S. W. DAVIS, B.E.M.,)	
(Deputy Chairman until May, 1967))	
Alderman Miss M. C. WHITEHEAD)	
Alderman Mrs. E. E. MALLINSON, J.P.)	
(until May, 1967)	)	County Borough of Salford
Councillor Mrs. A. ADAMS)	
(until May, 1967))	
Alderman Miss B. DAVIS)	
(from August, 1967))	
Councillor A. ASHCROFT)	
(from August, 1967))	
Councillor B. NOLAN)	
(from August, 1967))	
Councillor E. BOTT)	
(until May, 1967)	)	Borough of Stretford
Councillor H. H. JONES)	
(from June, 1967))	
Alderman Mrs. E. BODDAN	)	Borough of Eccles
	)	Irlam U.D.C.
	)	Urmston U.D.C.
Councillor J. HUNT	)	Lymm U.D.C.
(until May, 1967)	)	Runcorn R.D.C.
Councillor G. H. DUTTON	)	Runcorn U.D.C.
(from June, 1967)	)	Bucklow R.D.C.
Councillor W. C. FARRINGTON	)	Warrington C.B.
	)	Warrington R.D.C.
Alderman P. HANLEY	)	Borough of Widnes
(until May, 1967)	)	Borough of Bebington
Alderman F. W. VENABLES	)	Borough of Ellesmere
(from July, 1967)	)	Port

SECTION I: Staff changes

TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Other Appointments
C. Metcalfe Brown	Medical Officer of Health	8th May, 1954 Retired 10th December, 1967	M.D., D.P.H., Barrister-at-Law,	Medical Officer of Health, City of Manchester.
A. J. Essex-Cater	Deputy Medical Officer of Health Acting Medical Officer of Health	18th September, 1961 11th December, 1967.	L.R.C.P. M.R.C.S., D.P.H., D.C.H. D.I.H.	Deputy Medical Officer of Health, City of Manchester.
T. Borrows	Food Inspector	1st June, 1947 Resigned 31st March, 1967	Cert. R.S.I. Meat & other Foods Cert. Cert. Meat & Food Inspection (Liverpool University—School of Hygiene) Cert. (Intermediate) in Municipal Administration	---

Address and Telephone No. of the Medical Officer of Health: 168 Trafford Road, Salford 5. (TRAfford Park 1714).

Branch Offices:

14 Victoria Road, Runcorn (Runcorn 2919).
The Docks, Ellesmere Port (Ellesmere Port 2961).

SECTION II: Amount of shipping entering the district

TABLE B

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By the Medical Officer of Health	By the port health inspectors	
Foreign ports	2,880	5,960,034	17*	2,132	5
Coastwise ..	3,351	2,425,027	—	593	—
Total	6,231	8,385,061	17*	2,725	5

*Visited by boarding medical officers, Liverpool Port Health Authority, in River Mersey.

"Foreign" excludes ports in the Irish Republic.

SECTION III:

Character of shipping and trade during the year

TABLE C

Passenger Traffic

Number of passengers INWARDS: 279.

Number of passengers OUTWARDS: 513.

Cargo Traffic

Principal IMPORTS:

Petroleum, grain, ores, woodpulp, chemicals, paper and newsprint, non-ferrous metals, sand and gravel, timber, sulphur, foodstuffs, iron and steel, beverages, oils in bulk (other than petroleum), asbestos, cotton, rubber and clay.

Principal EXPORTS:

Petroleum, chemicals, iron and steel, coal and coke, salt, machinery, foodstuffs, vehicles and parts.

Total traffic, 1967: 16,824,116 tons.

Total traffic, 1966: 16,724,561 tons.

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE:

Argentina	Buenos Aires and Rosario.
Australia	Fremantle, Melbourne, Port Pirie and Sydney.
Belgium	Antwerp and Ghent.
Brazil	Porto Alegre, Rio de Janeiro and Santos.
Canada	East & West Coast and Great Lakes ports.
Ceylon	Colombo.
Colombia	Cartagena and Mamonal.
Cyprus	Famagusta, Limassol and Morphou Bay.
Denmark	Copenhagen, Esbjerg and Frederikshavn.
East Africa	Beira, Dar-es-Salaam, Lourenco Marques and Mombasa.
Ecuador	La Libertad.
Egypt	Alexandria, Port Said, Port Sudan and Suez.
Eire	Cork, Drogheda, Dublin, Limerick and Wicklow.
Finland	Abo, Hamina, Helsingfors, Kotka, Mantyluoto, Pateniemi and Raumo.
France	Bordeaux, Le Havre, Paris, Rouen and Sete.
Germany	Bremen, Hamburg and Rostock.
Greece	Patras and Piraeus.
Holland	Amsterdam and Rotterdam.
Iceland	Reykjavik.
India	Bombay, Calcutta, Cochin & Vizagapatam.
Israel	Haifa and Tel-Aviv.

Principal ports from which ships arrive—continued

Iraq	... . . . .	Basra.
Italy	... . . . .	Leghorn, Messina, Salerno and Savona.
Lebanon	... . . . .	Beirut and Tripoli.
Malaya	... . . . .	Singapore.
Netherlands West Indies		Aruba and Curacao.
North Africa	... . . . .	Algiers, Casablanca, La Goulette, Oran, Sfax and Sousse.
Norway	... . . . .	Arendal, Bergen, Christiansand, Frederikstad, Haugesund, Husnes, Mo-i-rana, Narvik, Oslo, Skien, Stavanger, Tofte and Trondheim.
Pakistan	... . . . .	Chalna, Chittagong and Karachi.
Persian Gulf	... . . . .	Mena al Ahmadi.
Peru	... . . . .	Cabo Blanco and Lobitos.
Poland	... . . . .	Gdansk, Gdynia and Szczecin.
Portugal	... . . . .	Leixoes, Lisbon and Setubal.
Roumania	... . . . .	Constantza.
Russia	... . . . .	Archangel, Igarka, Kaliningrad, Leningrad, Mesane, Novorossisk and Poti.
South Africa	... . . . .	Capetown, Durban, East London and Port Elizabeth.
Spain	... . . . .	Almeria, Bilbao, Pasajes and Seville.
Sweden	... . . . .	Gefle, Gothenburg, Helsingborg, Lake Vener, Norrkoping, Pitea, Stockholm and Sundsvall.
Syria	... . . . .	Lattakia.
Trinidad	... . . . .	Point Fortin and Port of Spain.
Turkey	... . . . .	Iskenderun, Istanbul and Izmir.
United Kingdom	... . . . .	Belfast, Douglas, Fawley, Glasgow, Larne, Liverpool, Lochaline, London, Londonderry, Par, Penmaenmawr and South Wales ports.
United States of America		Atlantic, Gulf, Great Lakes and Pacific ports.
Uruguay	... . . . .	Montevideo.
Venezuela	... . . . .	Amuay Bay, Cabimas, El Palito, Las Piedras, Puerto la Cruz, Puerto Miranda and Punta Cardon.
West Africa	... . . . .	Bathurst, Conakry, Dakar, Freetown, Lagos, Lobito, Monrovia, Port Harcourt, Sapele, Tema, Takoradi and Warri.
Yugoslavia	... . . . .	Rijeka and Sibenik.

SECTION IV: Inland barge traffic.

Numbers and tonnage using the district, and places served by the traffic.

A wide variety of cargo is carried within the port area and via the Bridgewater Canal which is an important link in the inland waterway system of the country.

The amount of traffic passing between the Bridgewater Canal and Manchester Docks during 1967 totalled 154,686 tons.

Since the Local Government Act, 1966, became operative in December, 1966, sections 249(1), 250, 251(1)(a) and (b) and 252 of the Public Health Act, 1936, have ceased to have effect. In consequence, it is no longer necessary for canal boats used as dwellings to be registered, and the regulations in respect of the lettering, marking and numbering of canal boats no longer apply.

No canal boats were inspected during the year.

SECTION V: Water supply

(1) *Source of supply for (a) the district and (b) shipping.*

(a) Piped water supplies are provided by the respective water undertakings abutting the ship canal.

(b) Fresh water is obtainable direct from hydrants in Manchester Docks and on the quays, wharves, etc., between Mode Wheel and Barton Locks, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn, Weston Point, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port, Eastham Locks, and the berths in Queen Elizabeth II Dock, Eastham.

(2) *Report of tests for contamination.*

Ninety-eight samples of water from ships were examined with the following results:

	Satisfactory	Unsatisfactory	Total
Chemical	13	—	13
Bacteriological .. .	70	15	85

Steps were taken immediately on receipt of unsatisfactory reports to ensure that water tanks were cleaned without delay. When the reports came to hand whilst the vessels were still in port appropriate action was taken prior to sailing. Samples for bacteriological examination from vessels at the Ellesmere Port end of the port were forwarded to the Public Health Laboratory, Chester.

One water sample taken on board a tanker was submitted to an analytical chemist at Chester, following a report received from Milford Haven Port Health Authority of an unsatisfactory water supply. The analyst reported that the sample contained a trace of anionic detergent, but the concentration was not enough to have any harmful effect. The organic condition of the water was satisfactory and there was no measurable quantity of oil. See sub-section 3 below.

Copies of reports in respect of water samples taken on British ships were forwarded to the Marine Survey Office, Board of Trade, Liverpool.

(3) *Precautions against contamination of hydrants and hosepipes.
Ince coaster berth.*

Following a report of alleged oil contamination of the water supply to a vessel, investigations revealed unsatisfactory facilities. Representations were made to the oil company concerned and the deficiency was rectified by providing a new water supply pipe clearly marked and located away from oil lines, by the provision of new hoses and of special storage boxes on the berth.

Weston Point.

A new water main and hydrant connection were provided at the north end of the docks to replace the existing defective system. A mobile carrier was provided for the storage and conveyance of hoses and fittings.

Runcorn.

Extra storage lockers and a mobile carrier were provided for hoses and fittings.

(4) *Number and sanitary condition of water boats, and powers of control by the authority.*

A barge, "M.S.C. 43", is used on the ship canal for the conveyance of fresh water to dredging craft. The boat is fitted with an after-tank which is cement washed twice a year and cleaned regularly. A separate pump and hose are supplied for exclusive use with this tank.

SECTION VI:**Public Health (Ships) Regulations, 1966**(1) *List of infected areas.*

The list comprised of the following ports:—

Dar-es-Salaam and Rangoon.

All ports in: Brazil, Cameroons, China, Colombia, Congo, Ghana, India, Indo-China, Liberia, Nigeria and Pakistan.

(2) *Radio messages.* No change.(3) *Notifications otherwise than by radio.* No change.(4) *Mooring stations.* No change.(5) *Arrangements for:*

(a) Hospital accommodation for infectious diseases.

(b) Surveillance and follow-up of contacts.

(c) Cleansing and disinfection of ships, persons, clothing and other articles.

No change.

Maritime Declarations of Health are supplied to masters of vessels by officers of H.M. Customs and inspectors of the Port Health Authority. One thousand two hundred and eighty-eight declarations were received.

SECTION VII: Smallpox

(1) *Names of isolation hospitals to which cases are sent from the district.*

Ainsworth Hospital, Bury.

Sankey Hospital, near Warrington.

(2) *Arrangements for transport of such cases to hospital by ambulance, giving the name of the authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The ambulance services of the Lancashire and Cheshire County Councils, or of the County Boroughs of Liverpool, Manchester and Warrington, would be available. The ambulance authorities require annual re-vaccination of all persons who may handle smallpox patients, suspects or contacts.

(3) *Names of smallpox consultants available.*

Dr. C. Metcalfe Brown, Medical Officer of Health,
Town Hall, Manchester 2. (to 10-12-67).

Dr. A. G. Ironside, Monsall Hospital, Manchester 10.

Professor Andrew B. Semple, Hatton Garden, Liverpool 3.

Dr. J. Yule, 175 Chester Road, Hazel Grove, Stockport.

(4) *Facilities for laboratory diagnosis of smallpox.*

Department of Bacteriology. University of Liverpool.

SECTION VIII: Venereal disease.

After considerable discussion between interested parties the Salford Hospital Management Committee decided to suspend the service provided by the Seamen's Dispensary, with effect from the 29th November, 1967.

Details of facilities now available for seamen in Manchester and Salford are as follows:—

(1) St. Luke's Clinic, Duke Street, Liverpool Road, Manchester 3.

Monday:	10 a.m. to 12-30 p.m. 2 p.m. to 4-30 p.m.
Tuesday:	10 a.m. to 12-30 p.m. 2 p.m. to 4-00 p.m. 5 p.m. to 7 p.m.
Wednesday:	10 a.m. to 12-30 p.m. 2 p.m. to 4-30 p.m.
Thursday:	10 a.m. to 12-30 p.m. 5 p.m. to 7 p.m.
Friday:	10 a.m. to 12-30 p.m. 2 p.m. to 4-00 p.m. 5 p.m. to 7 p.m.
Saturday:	10 a.m. to 12 noon.

(2) Manchester Royal Infirmary, Oxford Road, Manchester 13.

Monday:	5-00 p.m. to 7-00 p.m.
Wednesday:	5-00 p.m. to 7-00 p.m.

(3) Hope Hospital, Eccles Old Road, Salford 6.

Monday:	5-00 p.m. to 7-00 p.m.
---------	------------------------

Leaflets giving details of these new arrangements have been distributed on vessels by the port health inspectors.

The undermentioned information has been supplied by Dr. Leslie Watt, Physician-in-Charge, St. Luke's Clinic, Manchester, in respect of seamen attending the clinic and seamen's dispensary:—

	St. Luke's Clinic		Seamen's Dispensary*	
	British seamen	Foreign seamen	British seamen	Foreign seamen
Condition:				
Syphilis	2	1	—	—
Gonorrhoea	12	21	4	14
Other condition	59	45	25	53
Attendances	189	117	39	82

* Closed 29th November, 1967.

SECTION IX: Cases of notifiable and other infectious diseases on ships

TABLE D

Category	Disease	Number of cases during the year		Number of ships concerned
		Passengers	Crew	
Cases on or landed from ships from foreign ports	Chickenpox	1	—	1
	Mumps	—	1	1
	Tuberculosis	—	1	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Pneumonia	—	2	2
	Tuberculosis	—	1	1
Cases landed from other ships	—	—	—	—

**SECTION X: Observations on the occurrence
of malaria in ships**

No cases of malaria were reported.

**SECTION XI: Measures taken against ships
infected with or suspected for plague**

No plague-infected or suspected ships arrived.

SECTION XII: Measures against rodents in ships from foreign ports

(1) Procedure for inspection of ships for rats.

Vessels from foreign ports are visited by the inspectors as soon as possible after arrival, priority being given to vessels from infected ports. All such vessels are systematically searched by the rodent operatives. Daily visits are made whilst the vessels are in port, traps being set and baits laid whenever necessary. Enquiries are also made by the inspectors as to whether any dead rats have been disposed of prior to arrival. Details of action necessary to deal with any rodent infestation are given to the master and ship's agent.

(2) Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.

Seven rats caught on the dock premises by the rodent operative of the Manchester Ship Canal Company were submitted for examination. No evidence of rodent plague was found.

(3) Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.

Deratting of vessels prior to the issue of a deratting certificate has been effected by poisoning. The necessary work was carried out by Messrs. Rentokil Laboratories Ltd., Birkenhead, under the supervision of the port health inspectors.

(4) Progress in the rat-proofing of ships.

The standard of rat-proofing on new vessels is highly satisfactory. The owners of older vessels have readily complied with any recommendations made for the improvement of rat-proofing.

TABLE E

Rodents destroyed during the year in ships from foreign ports.

Black rats	34
Mice	80
Rats sent for examination	—
Infected with plague	—

RODENT CONTROL

	Foreign	Coastwise
Visits by inspectors	2,114	597
Re-visits by inspectors	658	22
Visits by rodent operative (Section A)	431	27
Re-visits by rodent operative (Section A)	905	22
Visits by rodent operative (Section B)	615	260
Re-visits by rodent operative (Section B)	539	90
Rats killed by rodent operative (Section A)	15	—
Rats killed by rodent operative (Section B)	19	—
Mice killed by rodent operative (Section A)	40	—
Mice killed by contractor (Section A)	40	—

TABLE F

Deratting certificates and deratting exemption certificates issued during the year for ships from foreign ports.

Deratting certificates issued:		Total 5	Deratting exemption certificates issued 288	Total certificates issued 293
After poisoning with alphakil 5	After fumigation			

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951-56

Rodent control certificates issued —

	Barges	Floating elevators
Visits by inspectors	44	4
Visits by rodent operative (Section A)	10	2
Visits by rodent operative (Section B)	342	101
Rats killed (Section A)	3	—
Rats killed (Section B)	1	3

1,870 rats and 539 mice were destroyed by the rodent operative employed by the Manchester Ship Canal Company, compared with 1,642 rats and 645 mice destroyed in the previous year. The number of pigeons destroyed decreased from 2,392 in 1966 to 1,878 in 1967.

On the Manchester Ship Canal Company property at Ellesmere Port, 64 campaigns using arsenic, zinc phosphate, "cymag" gas and warfarin were carried out. An estimated kill of 615 rats was recorded in respect of those campaigns carried out involving the use of arsenic and zinc phosphide. In addition, work on a contract basis was also carried out at several other premises within the dock area with the continuous use of soluble warfarin. In one instance, however, a campaign was carried out using arsenic, giving a kill of 57 rats. Six infestations of rats on the Company's property at Runcorn were dealt with; eighteen visits were made and an estimated 24 rats were killed. A further 14 routine surveys were carried out by the operator. No infestations of mice were reported or found.

The co-operation of the Chief Public Health Inspectors at Ellesmere Port and Runcorn in effectively controlling any rodent infestation on property abutting the canal is much appreciated.

SECTION XIII: Inspection of ships for nuisances

TABLE G

Inspections and notices

Category of nuisance	Number of inspections		Notices served		Result of serving notices
	British	Foreign	Statutory notices	Other notices	
Verminous conditions	77	128	—	Written Verbal	
Accommodation and fittings in dirty and defective condition	4	5	—	British	
Heating, lighting and ventilation defective	3	2	—	3 132	19 notices complied with and 8 partly complied with whilst vessels in port
Washplaces and fittings dirty and defective	1	5			
Drainage defective	6	3	—	Foreign	
Sanitary accommodation and fittings dirty and defective	4	9	—	9 158	9 notices complied with and 3 partly complied with whilst vessels in port.
Food storage, preparation spaces and fittings dirty and defective	39	28	—		
Accumulation of refuse on deck	20	9	—		
Water system defective	—	1	—		
Insulation defective	3	1	—		
W.C. fouling quay	7	8	—		
Water tanks require cleaning	2	—	—		
	166	199	—	12 290	

VESSELS INSPECTED BY THE PORT HEALTH INSPECTORS

	1967	1966
Vessels entering the port	2,880 3,351	2,632 2,808
total	6,231	5,440
Number inspected)	2,725	2,611
Percentage inspected) foreign and	43.73%	48%
Number reported defective) coastwise	302	333
Number on which defects remedied)	190	246

The work of the port health inspectors at different parts of the port is indicated by the following statement of the number of vessels inspected and the number found with defects:—

Section A (Manchester—Latchford):	Inspected	Defective
Manchester, Salford and Stretford ..	926	109
Mode Wheel oil wharf	6	—
Weaste	28	14
Brown and Polson's wharf	15	4
Irwell Park wharf and Eccles	41	8
Barton	29	8
Irlam ore wharf	64	23
Irlam C.W.S. wharf	2	—
Partington	8	2
	—	—
	1,119	168
	—	—

Section B (Latchford—Eastham):	Inspected	Defective
Warrington	3	—
Runcorn	301	12
Weston Point	386	24
Ince	79	14
Stanlow oil dock and lay-bye	232	17
Associated Octel wharf	12	2
Ellesmere Port	312	39
Bowater's wharf	62	9
Eastham	1	—
Queen Elizabeth II dock, Eastham ..	198	16
Widnes	19	1
Stuart wharf	1	—
	—	—
	1,606	134
	—	—
Gross Totals	2,725	302
	—	—

Nationalities of the vessels inspected and the number found with defects:—

		<i>Inspected</i>	<i>Defective</i>
British	...	817	135
American	...	5	2
Belgian	...	15	1
Cyprian	...	3	—
Danish	...	183	11
Dutch	...	548	35
Egyptian	...	1	1
Eireann	...	27	7
Faroese	...	2	—
Finnish	...	75	4
French	...	22	4
German	...	419	17
Greek	...	49	11
Icelandic	...	6	—
Indian	...	1	1
Italian	...	12	4
Lebanese	...	1	1
Liberian	...	86	29
Norwegian	...	231	24
Panamanian	...	9	3
Polish	...	50	2
Roumanian	...	15	—
Russian	...	43	6
Spanish	...	13	2
Swedish	...	90	2
Turkish	...	2	—
Totals		2,725	302

The number of inspections made of British and foreign vessels and the number found with defects were:—

	<i>Inspected</i>	<i>Defective</i>
British steamships and motor vessels	817	135
Foreign steamships and motor vessels	1,908	167
Re-visits	447	—
Gross total—visits and re-visits		3,172

In the Manchester-Latchford section there was a decrease of 2 inspections over the previous year, and in the Latchford-Eastham section an increase of 116 was recorded.

Number of personnel carried on vessels inspected:—

British:

European	19,432
Asiatic	3,492
<hr/>	
	22,924
American	238
Belgian	392
Chinese	395
Cyprian	67
Danish	2,044
Dutch	6,955
Egyptian	34
Eireann	433
Faroese	18
Finnish	2,070
French	530
German	4,565
Greek	1,439
Icelandic	83
Indian	58
Italian	363
Lebanese	29
Liberian	2,895
Norwegian	5,740
Panamanian	312
Polish	939
Roumanian	494
Russian	1,432
Spanish	181
Swedish	1,596
Turkish	107
<hr/>	
	56,333

**SECTION XIV: Public Health (Shell-fish) Regulations,
1934 and 1948**

No change.

**SECTION XV: Medical inspection of aliens and
Commonwealth immigrants**

A medical officer serving Manchester Airport or one serving the Port of Liverpool, whichever was the more convenient in the particular case, would be available to examine an alien or Commonwealth immigrant if required.

SECTION XVI: Miscellaneous

Arrangements for the burial on shore of persons who have died on board ship from infectious disease.

No change.

DANGEROUS DRUGS (No. 2) REGULATIONS, 1964.

One certificate was issued under these regulations to the master of a foreign vessel.

CLEAN AIR ACT, 1956

DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958

The attention of masters of vessels arriving in the port was directed to the requirements of the Dark Smoke Regulations; leaflets giving details of the permitted periods allowed were distributed for the attention of all personnel concerned. Owners and masters were invariably most anxious to co-operate in doing all possible to prevent smoke emission.

Nineteen visits and observations were made in the Manchester-Latchford section of the canal, whilst a further 23 visits were made and observations taken between Latchford and Eastham, including the Queen Elizabeth II dock. Thirty-three verbal notices were given, 17 in respect of smoke from British vessels and 16 from foreign ships.

Legal proceedings were taken in January against the master of a Greek tanker lying in the Queen Elizabeth II dock, Eastham, in respect of the continuous emission of black smoke for ten minutes. The offence occurred in November, 1956. He was fined £15 and ordered to pay £6-6-0 costs.

One written notice was issued in respect of an offence by a foreign owned tanker. The vessel had only been purchased less than one month prior to the offence. In view of the efforts of the engine room staff to eliminate the smoke nuisance the Authority decided not to resort to legal action, but the owners were informed that any further contravention would result in legal action being taken.

RADIOACTIVE MATERIALS

Arrangements have been made with the harbour master for this Authority to be informed whenever radioactive materials are arriving in, or departing from, the port and details of each consignment are now submitted so that the adequacy of any required safety measures can be confirmed. Notification was received in respect of eleven such shipments.

OBSERVATIONS OF THE PORT HEALTH INSPECTORS

Manchester—Warrington section.

Ships arriving from foreign ports are visited and enquiries made as to any sickness on arrival and during the voyage. Particular attention is given to ships from infected ports where smallpox, cholera, plague and other quarantinable diseases are endemic. Vessels arriving within 28 days of leaving an infected port are cleared by the boarding medical officer at Liverpool and routinely followed-up on docking in the port of Manchester.

The smallpox vaccination certificates of all persons arriving from ports in Africa, Asia and South America are examined, and revaccination is required on failure to produce a valid certificate. Local medical officers of health are advised of any person proceeding to their district and not in possession of a valid smallpox vaccination certificate.

Six members of the crew of a small German coaster were x-rayed by the mass radiography unit at Manchester following the occurrence of a case of tuberculosis on board. Similar arrangements were made for eight of the crew of a British cargo ship who had been contacts of a case of tuberculosis. The results of both investigations were negative.

On the arrival of a British coaster, trading regularly with French ports, the master reported that all members of the crew, with the exception of the mate, had suffered from sickness and diarrhoea during the voyage, but had recovered before arrival. Samples of drinking water and of some foodstuff were submitted for bacteriological examination; all results were satisfactory. Investigations revealed no definite cause for the outbreak and no further sickness occurred on subsequent voyages.

Disinfection of cabins is carried out by arrangement with the Salford health department.

Coastal and other vessels and barges were also examined.

The deratting of ships is carried out by trapping, poisoning or by use of fumigants. Major infestations are treated with hydrogen cyanide, methyl bromide or sulphur. The work is carried out by approved specialist fumigators working under our supervision. Minor infestations are satisfactorily cleared by the use of traps or poison. Good results have been obtained by the use of alpha-chloratose. This is a quick acting narcotic poison which has largely replaced the use of warfarin in this port.

Specimens of rats from ships and the dock estate are submitted to the public health laboratory for examination for the presence of Pasteurella pestis and organisms of the Salmonella group. No positive findings were made.

The construction of modern ships does not provide good harbourage for rats. This, together with the rodenticidal measures carried out in major ports, has greatly reduced rodent infestation.

Good crew accommodation is a noteworthy feature of the modern ship. "Slum accommodation" for crews is now mainly restricted to old vessels sailing under one or other of the "flags of convenience". Fortunately, economic pressures are resulting in the scrapping of many of these vessels.

Generally a high standard of cleanliness has been maintained. Where defects have been noted informal action has usually been sufficient to provide a quick remedy. Recourse to the shipping companies has always resulted in prompt action and excellent relations have been maintained.

The control of insect infestation is a recurring task. Vessels are subject to infestation because of the cargo carried or the stores taken on board. The cockroach is the most frequently found insect in crew accommodation. This is the common steamfly or German cockroach (*Blatella germanica*). Infestations can be dealt with by using insecticides but unless there is thorough treatment re-infestation can quickly occur. Normally treatment is carried out by the crew but in heavy infestations by pest control contractors. Routine treatment on contract has diminished the incidence of these pests on many ships.

The provisions of the Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958, made under the Clean Air Act, 1956, have been strictly enforced. A copy of the regulations is handed on arrival to the officer in charge. Nineteen visits were made to deal with unsatisfactory emissions of smoke and abatement resulted. Infringements are normally dealt with by boarding and interviewing the captain and chief engineer. The shipowner is also informed and requested to investigate and report on the occurrence. A request to a foreign shipowner to install forced draught to prevent the recurrence of unsatisfactory smoke emissions was agreed to and carried out. Work has commenced on the conversion of a natural draught coal burning grain elevator to forced draught oil burning. Shipowners and their officers have been co-operative and this has helped to minimise nuisances.

The arrangements for the disposal of ships' garbage were re-examined in view of the recent outbreak of foot and mouth disease and all garbage is incinerated.

J. Forbes,
A. M. Dickson.

Runcorn, Weston Point, Warrington and Widnes district.

Ship inspection.

The annual return from H.M. Customs states that 1,452 vessels arrived in Runcorn, an increase of 108 over the previous year. This total included 1,021 vessels from foreign ports—an increase of 174, and 431 coastwise—a decrease of 66.

The number of vessels inspected was 709, an increase of 24. Conditions found were generally good and defects, mainly cockroach infestation, wear and tear and lack of hygiene, were noted on only 37 vessels.

Although the number of vessels inspected was less than half of the total entering the district, many vessels are regular traders and are not inspected on every occasion. The increase in food imports also meant less time was available for ship inspections and other related duties.

Smoke control.

The position continued to improve. No action was necessary in respect of vessels alongside except in the case of a coal-fired steam barge whose master was interviewed and given a verbal warning; no further contravention followed.

No complaints were received from residents in the Stockton Heath area in respect of passing vessels.

Rodent control.

The master of one vessel produced a deratting exemption certificate issued by a non-approved port. A new deratting exemption certificate was issued and the case reported to the Ministry of Health.

Liaison was maintained with the public health department, Runcorn, in respect of rodent control on the dock premises.

Smallpox vaccination certificates.

Certificates of the crews of 26 foreign owned vessels from Africa were checked. Only three masters were able to produce valid certificates for all their crew members. In the remaining cases vaccination or revaccination was carried out except when time did not allow. In all cases follow-up letters were sent to the owners drawing their attention to the provisions of the Public Health (Ships) Regulations, 1966.

Food inspection.

Foodstuffs imported through Runcorn and Weston Point continued to increase mainly due to the introduction of two regular unit-load/container services. The first, a weekly service from Rotterdam to Runcorn, commenced in March, and cargoes of foodstuffs increased as the year progressed. The second service, thrice weekly from Dublin to Weston Point, started in October. At first, imports including meat and confectionery were heavy, but they declined markedly at the end of the year. A third container service from Northern Ireland, bringing

in meat and vegetables to Weston Point, was discontinued in October after one month's operation. The advent of these services entailed prompt attendance when vessels docked so as to ensure that containers were examined before they left the docks. In the case of the Rotterdam service, examination was facilitated in most cases by cargo in the units and containers being "broken down" and stored prior to collection.

The variety of foodstuffs continued to expand with canned foods such as meat, vegetables, fish and milk, dominating quantitatively.

The largest single import was tomato puree from Portugal, Spain and Italy, and a record number of 720,131 cartons arrived in Weston Point. Condemnation figures showed a welcome decline and amounted to 4,037 x 5 kilo. tins, mainly due to crushed and burst condition. Thirty tins were examined by the Manchester public analyst for excess mould and copper content, and were satisfactory in respect of the latter but examination for mould gave the following results:—

<i>Number of samples</i>	<i>Percentage of fields viewed containing fungal hyphae</i>
21	26—50 per cent.—lowest 28 per cent.
8	51—75 per cent.—highest 73 per cent.
1	90 per cent.

The last sample came from a small consignment of 192 tins which was rejected by the importers and returned to the suppliers.

There is no statutory standard in force for mould count, the generally accepted upper limit being 50 per cent. positive fields. Discussions took place with the importers regarding the high counts and efforts are being made to ensure improved quality.

These cargoes are normally discharged direct to road transport for conveyance to factories and any storage time on the docks is kept to a minimum.

Lard imports increased to 22,379 drums and 8,634 tons in bulk, coming in from American and European sources. Official certification was satisfactory, except for American bulk lard which continued to arrive after the 31st March bearing the old type certificate. After referral to the Ministry of Agriculture, Fisheries and Food, and the Lard Association, the matter was speedily rectified.

Towards the end of the year application was made to admit two consignments of American lard in drums, drawn from the United States government stockpiles in West Germany, and bearing the old type certificates, with the possibility of further shipments from the same source. Following correspondence with the Ministry of Agriculture, Fisheries and Food, assurances were received that the U.S. authorities would check the condition of the lard and re-certify remaining stocks with the new style American official certificates. In view of these assurances, and the previous high quality of the lard, it was agreed to admit the consignments. Two consignments arrived bearing the old certificates, subsequent consignments bore new certificates. Eight samples of this lard submitted to the public analyst for acidity, anti-oxidants and quality, were found satisfactory.

A consignment of 130 cartons, each containing 6 x 6 lb. tins Uruguayan corned beef was given 100 per cent. examination, resulting in the seizure of 10 tins due to blown and damaged condition. Two tins submitted for bacteriological examination were found satisfactory.

Forty-nine seizures of foods were made. All these foodstuffs were destroyed by burying, except for two drums of lard which were released under guarantee for industrial use.

The Food Hygiene (Docks, Carriers, etc.) Regulations, 1960, were regularly brought to the attention of dock managements. Storage sheds and quays, continued to give rise to concern. The position will never be satisfactory whilst casual dock labour is employed and the increased activity on the docks as trade increases aggravates an already difficult problem.

G. E. Stanley.

Eastham-Ince section.

Eight hundred and ninety-seven ships were inspected, of which 97 were found to be defective. The defects were mainly due to cockroach infestation and dirty and unhygienic crew accommodation, galleys and provision storerooms.

The work of the rodent operative was supervised. In addition to visiting vessels from foreign and coastwise ports, he gave regular attention to barge traffic and the floating grain elevator stationed at Ellesmere Port. Traps were set, resulting in 19 rats being caught on foreign-going vessels, three on the grain elevator and one on the floating crane barge.

Smallpox vaccination certificates.

A careful check was kept on the validity of smallpox vaccination certificates, as prescribed under the Public Health (Ships) Regulations, 1966, all vessels arriving from African, Asian and South American ports being required to submit a vaccination list.

Smoke abatement.

The requirements of the Clean Air Act, 1956, and the Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958, were carried out and appropriate action taken against offenders. Smoke notices were placed on board and masters and chief engineers were informed of the need to adhere to the regulations.

The valuable co-operation received from the police department of the Manchester Ship Canal Company at Eastham, Ellesmere Port and Stanlow, is acknowledged.

H. O. Parry.

FOOD INSPECTION

Results of Inspection

Details of food imports which were seized as unsound

<i>Articles</i>	<i>Tons</i>	<i>cwts.</i>	<i>qrs.</i>	<i>lbs.</i>
Grain, cereals, etc.				
Flour	5	10	0	0
Maize	89	18	1	19
Rice	13	10	3	25
Rye		10	3	2
Puffa rice (cereal)				16
Wheat	93	0	2	1
Fruit and nuts				
Canned fruit		9	3	23½
Fruit pulp		4	0	0
Lemons	2	0	1	7
Nuts		11	0	26½
Fish				
Canned fish		1	3	1¼
Vegetables				
Bottled vegetables		2	1	0¼
Canned vegetables		3	2	21
Beans	17	1	0	14
Onions	1	8	1	19
Peas	14	3	3	4
Celery	23	2	3	12
Potatoes		1	2	5
Dairy produce				
Butter				3
Edible oils and fats				
Lard		8	3	24
Premier jus	19	4	0	0¼
Meat and poultry				
Canned meat		1	0	1¼
Canned poultry			1	7¾
Canned sausage				15
Sweets, confectionery, etc.				
Honey			1	21
Jam			2	13
Rusks				22

<i>Articles</i>	<i>Tons</i>	<i>cwts.</i>	<i>qrs.</i>	<i>lbs.</i>
Miscellaneous				
Cocoa beans		1	0	8
Condiments		1	2	1 $\frac{1}{4}$
Tea	4	17	2	21 $\frac{1}{2}$
Peeled tomatoes (canned)			1	1 $\frac{3}{4}$
Tomato puree (canned)	18	4	0	25 $\frac{3}{4}$
Tomato juice (canned)				26 $\frac{1}{4}$
Glucose	1	3	2	0
Prepared mustard		2	0	23 $\frac{1}{2}$
Pickles	1	15	2	24
	308	4	3	15 $\frac{3}{4}$

Food voluntarily surrendered

Dehydrated chipped potatoes			15
Cooking fat		3	0
Flour	1	1	0
Toffee			24
Ships' stores	8	0	24
	10	2	7

LABORATORY EXAMINATIONS

Number of samples examined by:

(a) Public analyst	58
(b) Bacteriologist	18

Twenty-eight tins of Portuguese tomato puree were examined by the public analyst; eleven tins recorded a mould count of 50 per cent. or over. Two tins of Italian tomato puree were also examined, both being found satisfactory.

Bacteriological examination of a sample of Bahreini frozen cooked head-on shrimps revealed a high surface viable count aerobically—600,000/grams at 37°C. In accordance with the standards adopted by the Association of Sea and Air Port Health Authorities the shrimps were released with a warning to the importers to use immediately on thawing.

Tomato puree mould count.

There are no statutory standards laid down for the mould count in tomato puree and this has, from time to time, given some cause for concern to the Authority, particularly as the results obtained by the Manchester public analyst, and by the quality control chemists of the main importing firm, have been widely divergent. Representatives of the public analyst's laboratory have now had an opportunity to compare their techniques with those used by the chemists of the importing firm and differences in technique are apparent.

Manchester has adopted a measure of 50 per cent. positive fields viewed to fungal hyphae as an upper limit (similar to that adopted by the Port of London) and the attention of the importers is drawn to samples which exceed this limit.

Both the Ministry of Health and the Association of Sea and Air Port Health Authorities have been informed that the Authority considered that statutory standards should be laid down. The Association of Sea and Air Port Health Authorities informed the Food Standards Committee of the Ministry of Agriculture, Fisheries and Food, that representatives of the Association would welcome an opportunity to

OBSERVATIONS OF THE FOOD INSPECTOR

In the year under review there has been an increase in seaborne container traffic. Disruptions in normal working conditions have occurred due to national labour disputes. Shortage of inspectorial staff has necessitated a more selective degree of food inspection.

Irregularities concerning official certificates occurred on several occasions and in two instances the official certificates did not conform to the recognised types. The Ministry of Agriculture, Fisheries and Food, trade associations and consignees were informed of the circumstances and subsequently it was not necessary to require the exportation of any of the consignments.

Bulk lard regularly arrives from the United States of America and has been satisfactory. Difficulty respecting official certificates was experienced at one period but quickly resolved after representation to the Ministry of Agriculture, Fisheries and Food, and to the trade.

Contamination of foodstuffs inevitably occurs for various reasons either during transport or discharge. In one instance, due to heavy weather, several drums of aluminium oxide were damaged, spilling their contents on to cartons of premier jus. Although the fat was protected by the carton and polythene container, the messy nature of the contaminant necessitated the contents of 757 cartons being subjected to a complete re-refining process.

Part of a consignment of onions suffered contamination by spillage of dichloronitroaniline. Analysis showed the degree of contamination to be far in excess of the acceptable limit, resulting in 65 bags being seized and destroyed.

Large quantities of peas and beans continued to be imported and 29 tons 6 cwts. 3 qrs. 4 lbs. of sweepings were released for washing and cleaning prior to use for human consumption; also 1 ton 18 cwts. 0 qrs. 14 lbs. were released for animal feeding purposes. An undertaking that importations of "levigated" beans will be washed before use continues to be required.

Due to trouble with a vessel's refrigerating system during the voyage a consignment of fresh celery in crates arrived in a wasty condition. Rapid selection was made on the quay and crates with contents capable of reconditioning were permitted to go forward for this purpose. A total of 23 tons 2 cwts. 3 qrs. 12 lbs. was seized as unsound and destroyed.

Part of a consignment of lemons landed in a heated and wasty condition; 129 cartons were seized and ultimately destroyed.

Disposal of rejected ships' stores has been undertaken on request.

A consignment of frozen shrimps from Bahrein was found to have a high surface viable count. In the absence of any coliform, typhoid or Salmonella organisms the consignment was released with a warning to use immediately on thawing.

Samples from a comprehensive variety of foodstuffs were submitted for analysis and bacteriological examination.

A considerable quantity of foodstuffs are transported by barges and damage frequently occurs as a result of the additional handling entailed.

Care is taken to ensure that foodstuffs are not liable to suffer contamination whilst lying in the transit sheds. On several occasions removal or protection has been required to secure this object.

In September a narcotising exercise to diminish the number of feral pigeons in the terminal port area was carried out by officers of the Ministry of Agriculture, Fisheries and Food, in co-operation with the Port Health Authority and abutting authorities of Manchester, Salford and Stretford.

W. H. Jennings.

